

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTRS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND'TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTRS.	3	MISCEL.	2	UND'TD	1	PRIMARY	18	HAND Q.	17	INSTS.	16	WEATHER	15	DRKNS.	14	AL'G SURF.	13	OTHER	12	UND'TD	11	PRIMARY	10	TAXING	9	LANDING	8	TAKE-OFF	7	FLIGHT	6	STABILITY	5	FATAL	4	INJ.	3	3RD.	2	INJURY	1	RAF	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																							
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																																												
CAUSES OF ACCIDENTS																																																																																																																										
UNIT 10 S.F.T.S. Dauphin, Man.				COM. 2		PLACE Dauphin, Manitoba				DATE 10-10-41		TIME 21:40																																																																																																														
A/C TYPE Harvard				No. 3769		CRASH CAT. B		SE x ME		DAY		NIGHT x																																																																																																														
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																																																																													
MacLeod, A.O.			LAC		R92540 P.		Minor bruises		FATAL		INJURY		1																																																																																																													
TYPE A/F & ENGINE			No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																													
Harvard			3769		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																																																																																							
Wasp S3H			9052		4611 Nil								14 7		42 33		68 61																																																																																																									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																																																																																																										
A 105 11-10-41																																																																																																																										
NATURE OF ACCIDENT																																																																																																																										

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STABILITY
 FATAL
 INJ.
 3RD.
 INJURY

DUTY ON WHICH ENGAGED:

Night solo.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R 170

20/11/1950 ✓
KRP

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft turned on its back. Pilot landed too far down the flare path, which he over-ran, and becoming excited, applied his brakes too harshly, turning his a/c completely over on its back.

DATE:

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

Too harsh and sudden application of brakes. The Pilot landed too far down flare path, ran past end of flare path and became excited.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

To harsh and too sudden an application of brakes causing aircraft to turn over.

RECORDED BY

DATE

CHECKED BY

DATE